

**WHAT IS CLAIMED IS:**

1. A method of predicting exhaust gas temperature at a catalytic converter inlet of an engine at a time of engine restart, wherein the exhaust gas temperature at the catalytic converter inlet of the engine is predicted based on a stored exhaust gas temperature at the time of engine shut-off and an elapsed time between the engine shut-off and the engine restart.
2. The method of claim 1, wherein the exhaust gas temperature at the catalytic converter inlet of an engine at the time of engine restart is predicted by the following model:  
10 
$$\text{EGT\_CAT\_ST} = (\text{EGT\_CAT\_OFF} - \text{INT}) * K_1 + \text{INT}$$
wherein  
EGT\_CAT\_ST is an initial exhaust gas temperature at the catalytic converter inlet when the engine is restarted;  
EGT\_CAT\_OFF is the exhaust gas temperature at the catalytic converter inlet when  
15 the engine is previously turned off;  
K<sub>1</sub> is a time factor determined according to an elapsed time; and  
INT is an intake temperature when the engine is restarted.
3. The method of claim 2, wherein the time factor (K<sub>1</sub>) is determined from a predetermined look-up table, by applying the elapsed time.
- 20 4. The method of claim 3, wherein the time factor (K<sub>1</sub>) starts from 1 and converges to 0 with an increase in the elapsed time.
5. A method of predicting a steady state exhaust gas temperature at a catalytic converter inlet, comprising:  
determining a basic steady state exhaust gas temperature based on an intake air  
25 charge rate and engine rpm;  
determining a modified steady state exhaust gas temperature by modifying the basic steady state exhaust gas temperature, considering a plurality of variables representing an engine state;  
determining a base exhaust gas temperature at the catalytic converter inlet and an  
30 exhaust pipe temperature at the catalytic converter inlet based on the modified steady state exhaust gas temperature, considering a time delay; and

determining an exhaust gas temperature at the catalytic converter inlet by summing predetermined weights of the base exhaust gas temperature at the catalytic converter inlet and the exhaust pipe temperature at the catalytic converter inlet.

6. The method of claim 5, wherein the plurality of variables includes at least one of catalytic converter temperature, spark advance, air excess rate ( $\lambda$ ), and coolant temperature

7. The method of claim 6, wherein the determining a modified steady state exhaust gas temperature by modifying the basic steady state exhaust gas temperature, considering a plurality of variables representing the engine state, is achieved based on a plurality of predetermined look-up tables.

8. The method of claim 7, wherein determining a base exhaust gas temperature at the catalytic converter inlet and exhaust pipe temperature at the catalytic converter inlet is achieved by the following model:

$$\text{EGT\_CAT\_BASE} = \text{TD\_EG}(K_2) * \text{EGT\_ST\_MOD}$$

$$\text{MNFT\_CAT} = \text{TD\_MNF}(K_3) * \text{EGT\_ST\_MOD}$$

wherein

EGT\_CAT\_BASE is the base exhaust gas temperature at the catalytic converter inlet;

MNFT\_CAT is the exhaust pipe temperature at the catalytic converter inlet;

TD\_EG is a first time delay function with respect to the exhaust gas temperature;

TD\_MNF is a second time delay function with respect to the exhaust pipe

temperature;

$K_2$  is a time constant of TD\_EG;

$K_3$  is a time constant of TD\_MNF; and

EGT\_ST\_MOD is the modified steady state exhaust gas temperature.

9. The method of claim 8, wherein the a time constant of the second time delay function is less than a time constant of the first time delay function.

10. The method of claim 8, wherein the determining an exhaust gas temperature at the catalytic converter inlet by summing the base exhaust gas temperature at the catalytic converter inlet and the exhaust pipe temperature at the catalytic converter inlet with predetermined rate is achieved by the following model:

$$\text{EGT\_CAT} = K_4 * \text{EGT\_CAT\_BASE} + K_5 * \text{MNFT\_CAT}$$

wherein

EGT\_CAT is the exhaust gas temperature at the catalytic converter inlet;

EGT\_CAT\_BASE is the base exhaust gas temperature at the catalytic converter inlet;

MNFT\_CAT is the exhaust pipe temperature at the catalytic converter inlet;

$K_4$  is a first weight with respect to EGT\_CAT\_BASE;

5  $K_5$  is a second weight with respect to MNFT\_CAT; and

$K_4 + K_5 = 1$ .